

Abstract

After shutting down an internal combustion engine, the crankshaft of the engine is positioned at a crankshaft angle that is favorable for cranking. Prepositioning of the crankshaft angle results in a lower first compression torque and therefore increases kinetic energy stored in the crankshaft lumped inertia. The required maximum torque of the cranking aid can therefore be reduced. A locking mechanism may be provided to lock the internal combustion engine at an optimal crank angle.